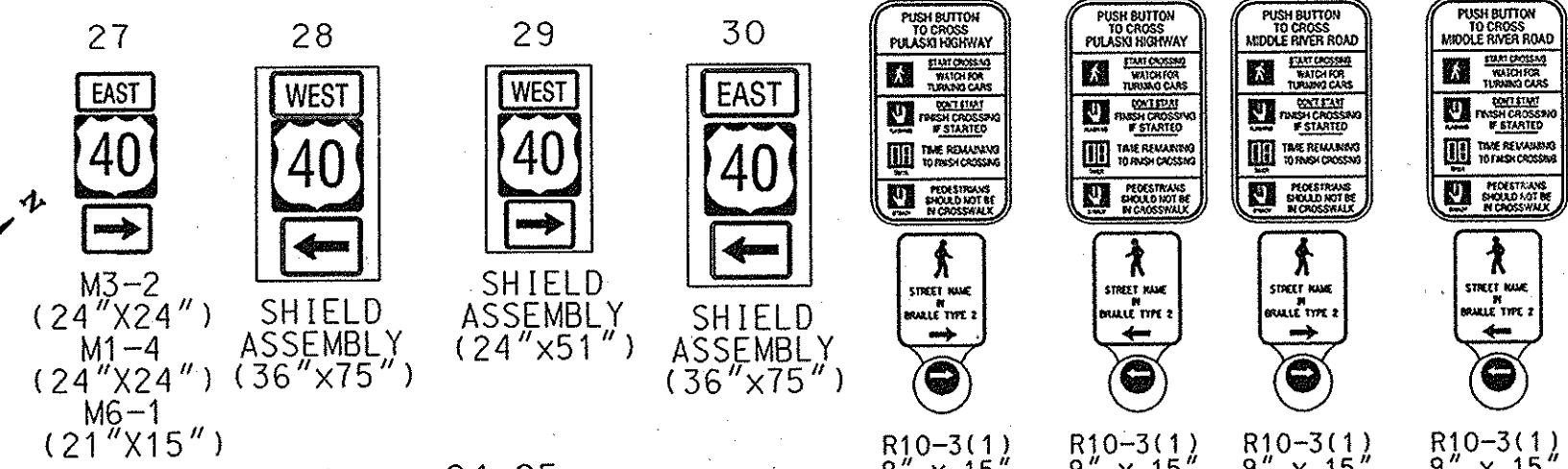


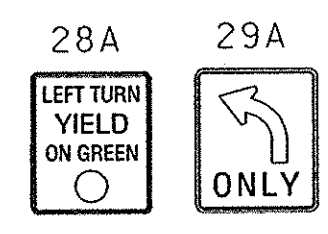
PROPOSED SIGNS



24, 25



EXISTING SIGN TO BE REMOVED



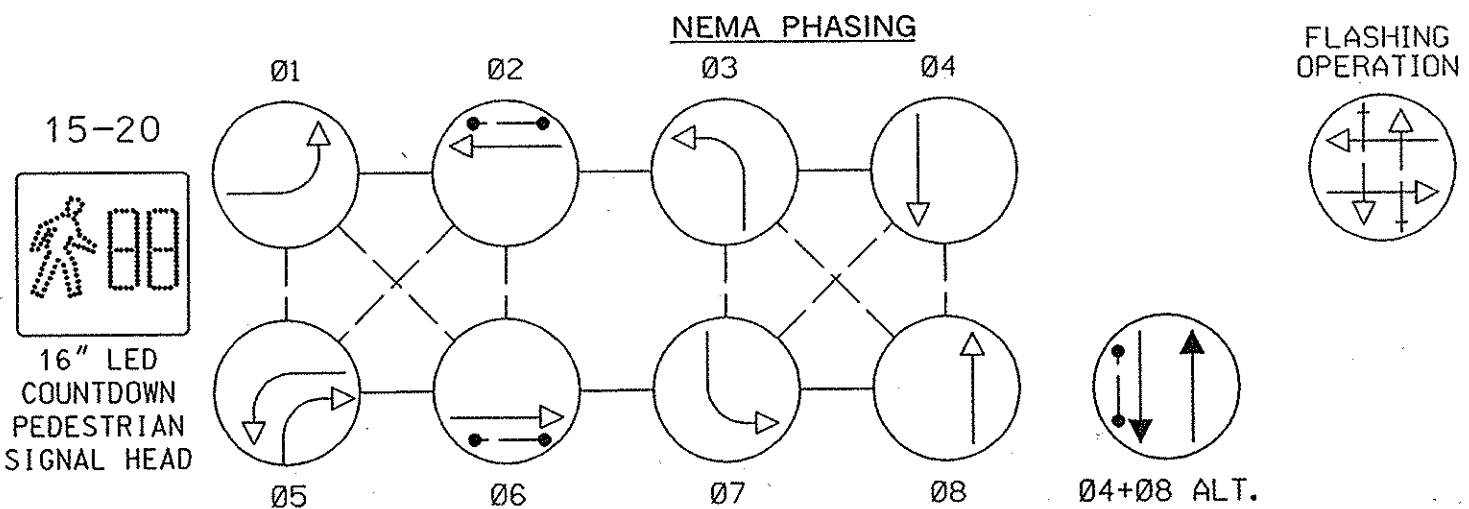
21, 22, 23, 26
Middle River RD
D-3(1)
(VAR. x16")

- GENERAL NOTES
1. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MAINTAIN CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
 2. VIDEO CAMERA LOCATION - ALIGNING SHALL BE COORDINATED WITH THE ENGINEER.
 3. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION. - VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
 4. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS, OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
 5. EXISTING SIGNALS SHALL BE REMOVED AND THE NEW SIGNAL SHALL BE INSTALLED IN ACCORDANCE WITH THE PROPOSED PLAN.
 6. ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
 8. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER.
 9. THE CONTRACTOR SHALL DELIVER APS CONTROL UNIT TO SHOP FOR TESTING AND PROGRAMMING.
 10. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A WHEELCHAIR FROM A 60"x60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
 11. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET THE REQUIREMENTS OF MUTCD SEC. 6C-09 AND FIG. 2C-02 AND THE LATEST EDITION OF THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDELINES TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK UNTIL THE CONFLICT IS RESOLVED. IF NECESSARY, A WAIVER SHALL BE OBTAINED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
 12. REFER TO SHEET 2 FOR DIMENSIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS WITHIN INTERSECTION.
 13. HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
 14. INSTALL CONDUIT AND TOP DETECTORS PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.

EX. VIDEO DETECTION CAMERA TO BE RELOCATED (SHOWN AT FINAL LOCATION)

EX. SIGNALS TO BE REMOVED

PROPOSED SIGNALS (LED)



CONSTRUCTION DETAILS CONTINUED

- S. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
- T. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
- U. REMOVE EXISTING HANDHOLE.
- V. REMOVE EXISTING STEEL POLE, MAST ARM AND ALL ASSOCIATED EQUIPMENT. RELOCATE EXISTING VIDEO DETECTION CAMERA(S) TO MAST ARM POLES AS SHOWN. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
- W. REMOVE EXISTING BASE MOUNTED CONTROLLER, CABINET AND FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
- X. USE EXISTING HANDHOLE.
- Y. USE EXISTING CONDUIT.
- Z. USE EXISTING MAST ARM POLE. REMOVE EXISTING SIGNAL HEADS AND SIGNS AND INSTALL NEW SIGNAL HEADS AND RELOCATED VIDEO DETECTION CAMERA MOUNTED ON MAST ARM. (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL BEND IN POLE BASE).
- AA. INSTALL M3-2 (24"x24"), M1-4 (24"x24"), AND M6-1 (21"x15") SIGNS ON ONE 4 IN. x 6 IN. TREATED WOOD POST.
- BB. CAP AND ABANDON EXISTING CONDUIT.
- CC. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
- DD. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT. (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
- EE. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT - SLOTTED FOR PROPOSED UNDERGROUND ELECTRICAL SERVICE. CAP AND MARK CONDUIT 2 FT. ABOVE GRADE AT UTILITY POLE FOR USE BY OTHERS.
- FF. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- GG. PROPOSED OVERHEAD TELEPHONE SERVICE FROM RELOCATED UTILITY POLE.

MAST ARM
TELEPHONE
TELEPHONE
TELEPHONE
TELEPHONE
TELEPHONE
CABLE
SECONDARY
SECONDARY
SECONDARY
PRIMARY

TELEPHONE
TELEPHONE
TELEPHONE
TELEPHONE
TELEPHONE
CABLE
SECONDARY
SECONDARY
SECONDARY
PRIMARY

- SPECIAL NOTES:
1. THE TACTILE ARROWS FOR THE AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTONS SHALL BE LOCATED PARALLEL TO THE CROSSWALK FOR WHICH THEY APPLY.
 2. DISCONNECT EXISTING ELECTRICAL CABLE FROM EXISTING SIGNAL HEADS TO BE REMOVED AND RE-CONNECT TO PROPOSED SIGNAL HEADS. ANY SIGNAL OUTAGE SHALL BE SCHEDULED DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.
 3. THE CONTRACTOR SHALL NOT BLOCK VIEW OF EXISTING SIGNAL INDICATIONS DURING INSTALLATION OF MAST ARM. IF NEW MAST ARM CANNOT BE INSTALLED DUE TO CONFLICT WITH EXISTING SIGNAL INDICATIONS OR SPAN WIRES, A SIGNAL OUTAGE SHALL OCCUR DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.

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APPROVALS	
TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
REBUILD TRAFFIC SIGNAL DUE TO GEOMETRIC IMPROVEMENTS	4/18/2007
REBUILD TRAFFIC SIGNAL USING MAST ARMS	4/23/2001
REPLACE FAILED DETECTION	2/2000

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	
OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION U.S. 40 (Pulaski Highway) and Middle River Road Middle River, Maryland	
TRAFFIC SIGNALIZATION PLAN	
SCALE 1" = 20'	DATE 7/20/12 CONTRACT NO. BA4045176
DESIGNED BY	COUNTY BALTIMORE
DRAWN BY LT. & B.T.	LOGMILE 03004019.13
CHECKED BY	T.I.M.S. NO. E435
F.A.P. NO. T-8007(19)	TOD NO. TS-628 F
DRAWING NO. TSP-01	OF 04 SHEET NO. 73 OF 78

BY: jcheng